GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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Photograph from International News

PORRIDGE INSTEAD OF TROUBLE IS BREWING

The thistle insignia of Scotland's national flower on their tams is not needed to show that these bonnie lassies are Scots. Their native plaids and tam o'shanters are recognized everywhere. Once they were regarded as danger signals, when British border patrols saw them approaching. Berwick-upon-Tweed, built between England and Scotland, has seen much of the former strife between the two regions (see Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Madrid, Spain's Stricken Heart

FOR days from their housetops, Madrid's inhabitants watched the besieging circle of the rebel army close in. Except on the northeast, thirty miles away where the granite Sierra Guadarrama cuts a jagged skyline, they could see to the horizon across their flat plateau, always the color of dry blood. Then air raids drove them to shelter, and finally direct attack called them to a last stand at stone barricades in suburban streets.

One of Europe's eight big capitals, Madrid is the largest city to be seriously damaged by modern warfare. Rapid recent growth has given it a million inhabitants, approaching Barcelona, its only superior in size in Spain.

Like Washington, D. C., Madrid was chosen as a capital while it was still a sparsely populated place. When first encountered by Castilian monarchs, Madrid was the scarecrow fortification Majrit, built by Moors to frighten 10th century Christians away from the north approach to their stronghold Toledo. Toledo is now a provincial town of 20,000.

Higher, Drier, and Larger Than Capital of U. S.

As capital, Madrid is about as old as St. Augustine, Florida. It was made the seat of government by Philip II, presumably because he liked the weather.

Madrid's climate, however, is described by sardonic Spanish humorists as the world's worst for a capital. Variations are so extreme that merely to cross from the sunny to the shady side of a street is to court a chill; yet summers are reminders that it is Europe's most "tropical" capital. Winters bring piercing cold because it is Europe's highest large capital. The altitude is about 2,000 feet.

In its exalted location, Spain's capital is strikingly contrasted to that of the United States, enjoying the very opposite of Washington's oppressive humidity. The Spanish skyline is pierced by taller buildings, for Washington's skyscrapers are limited to about a dozen floors. Madrid has the advantage of a subway and of underground routes for hurrying pedestrians across crowded streets.

As in Washington, Madrid's main streets converge toward a focal spot, Puerto del Sol. The old gate in the fortified wall and the chapel with a sun decorating its façade, which gave the oval plaza its name, have disappeared. In their places stand splendid buildings, tall and studded with ornament in lavish Spanish style. The post office, or Palace of Communications, is so cathedral-like that it has been nicknamed "Our Lady of Letters." A bank building is topped by gilded figures of a chariot race.

Literary and Artistic as Well as Political Center of Nation

Like Washington's Mall, Madrid has a tree-bordered promenade, park, and driveway slicing through the city, the Grand Avenue of Liberty, which is composed of three successive Paseos. Here automobiles and carriages cross paths with creaking ox carts rumbling to market or back to outlying farms.

Facing this drive are some of the city's famous structures. The extensive Royal Palace is said to have excited Napoleon's envy as he placed his brother on the throne there. The long brick Prado Gallery is perpetual proof that Madrid is the art center of the country.

A statue of Cervantes, flanked by figures of Don Quixote and Sancho Panza, is a reminder that Madrid is also the literary center. Here, in 1605, was published

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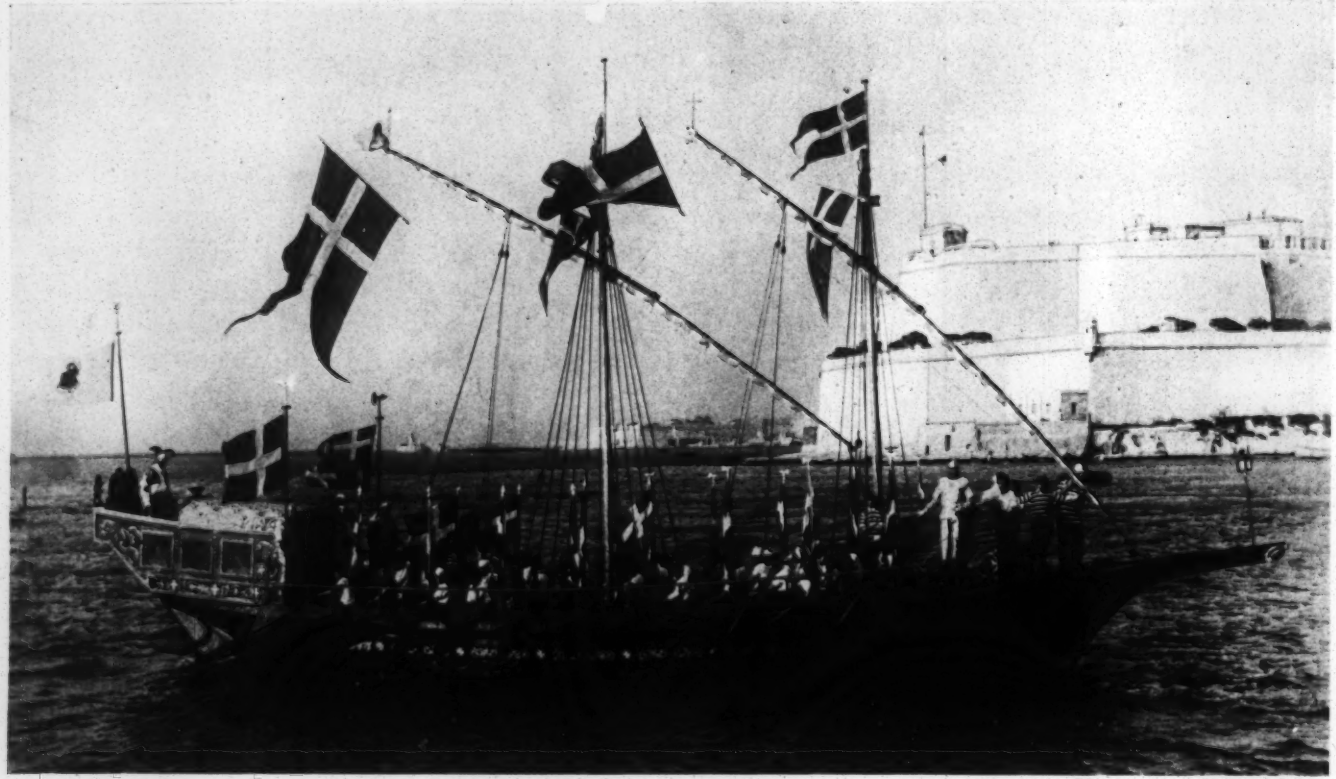

Photograph from Sir Harry Luke

THE BANNER THAT TAUNTED PIRATES OF THE MEDITERRANEAN

While waiting for the meek to inherit the earth, the militant Knights of Malta took possession of the sea. Under the white Maltese cross, in *feluccas* powered by lateen sails and two dozen oars, they patrolled the Mediterranean, forcing Turkish corsairs and African pirates to slink to shore. This reproduction of an early war galley took part in a water carnival held at Malta during King George V's Silver Jubilee. At the right is Fort St. Angelo, now called "H.M.S. Egmont" (see Bulletin No. 2).

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To England, Ireland, Scotland, Wales—Add Berwick-upon-Tweed

AN ENGLISH town of 12,000 annoys the Soviet nation of a hundred and fifty million! And it is all because Czarist Russia neglected to make a separate treaty of peace with Berwick-upon-Tweed after the Crimean War. Standing upon its rights and dignity, the town recently denied its friendly harbor to a Russian steamer.

Berwick has a unique status in the British Empire. It has been granted a privilege which even London does not enjoy—that of being mentioned individually in pacts and proclamations. After England, Scotland, Ireland, and Wales—comes Berwick-upon-Tweed!

King James I, of Bible-publishing fame, endowed the town with this special honor in his joy at entering England from his native Scotland to rule both.

One of England's Few Walled Towns

Was Berwick the first English town he encountered at the border, or the last Scots town? Its nationality was then uncertain, and to avoid dispute he allowed it to stand alone. Now its answer to the nationality question is "both."

Technically the town is in England, although it stands solidly on the north, or Scots, bank of the Tweed River, which marks part of the boundary between the two regions. As neatly packed into its confines as a charlotte russe, Berwick's red-roofed houses cluster within the encircling wall which is its second claim to individuality. With Chester and York, it is one of the three or four English towns in which medieval fortifications still form a protective ring.

Actually Berwick has three lines of defense, all of which have been called into service during the centuries of fierce border warfare. Built on a finger of high land which points the Tweed on a southward course for its last mile, the town has the broad river's mouth on one side and the whole North Sea on the other (see map, next page). In a wide circle to the north, grassy mounds bury border grudges as well as traces of a crumbling wall built in the 13th century under Edward Longshanks, determined that this spot should be forever England.

Girdling the town's present mass are more "up-to-date" ramparts, which Queen Elizabeth ordered so readily and paid for so reluctantly. Once their double walls of masonry, filled with earth, were the strongest known defense against violent northern clans. Now they serve as a pleasant grass-and-gravel promenade.

"Scots Wha Hae Wi' Wallace Bled"—Bled Here

Triple-threat fortifications made Berwick a rallying point for much of the border warfare in the east. From here the British army marched to the Bannockburn slaughter; hither they brought their slain enemy after Flodden Field. Many of the "Scots wha hae wi' Wallace bled" found death in Berwick's narrow streets. Six and a half centuries ago the town was virtually destroyed in a single day; it has never recovered from the British thoroughness of that destruction.

Proceeds from its sale by Richard the Lion-Hearted helped finance his crusading activities. During three centuries of being pawned, bought, besieged, and sacked, it changed hands thirteen times.

The former dangers of its border position have worn Berwick down to a hard stony little nub. True, it has two small suburbs beyond its walls and the river—the bathing resort of Spittal and industrial Tweedmouth. But the main town is a knot of crowded houses within the gates. Narrow byways, with opposite house-

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the great novel of Spain's author-in-chief. Now a room in the Library is dedicated to a collection of later editions, about three-fourths of the 800 being represented, many in foreign languages. Madrid is also the birthplace of the country's famous dramatists, Lope de Vega and Calderon.

Spain's History—in Armor!

The Royal Armory has a large collection of "the medieval grace of iron clothing." Here Spain's history is recorded, as much of it was made, in armor. Armor for horses, for men, and a number of historical weapons are assembled here—steel, iron, silver; black and gold, gilded, and white shells to protect human frailty from friends and enemies. Wellington's sabre and the sword of Hernando Cortes are among the relics.

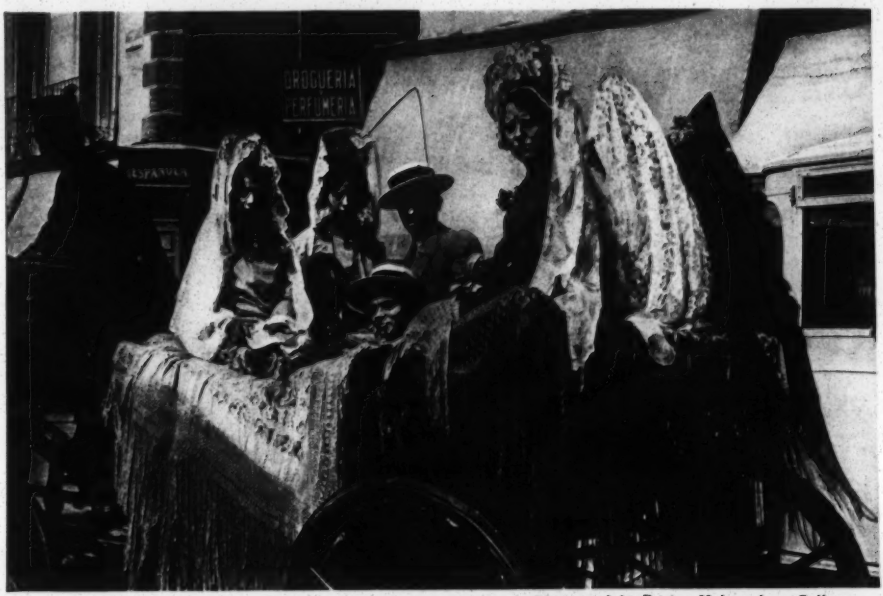
Madrid is also the geographical center of Spain. The city was no doubt selected as capital, despite traditions to the contrary, because its location is almost in the exact middle of the country.

The commercial center, however, is still Barcelona. To the latter's New York rôle, Madrid plays Washington.

Note: Additional photographs and descriptions of Madrid can be found in: "Turbulent Spain," *National Geographic Magazine*, October, 1936; "A Palette from Spain," March, 1936; "Madrid Out-of-Doors," August, 1931; "Pursuing Spanish Bypaths Northwest of Madrid," January, 1931; "On the Bypaths of Spain," March, 1929; and "Adventurous Sons of Cádiz," August, 1924.

See also in the GEOGRAPHIC NEWS BULLETINS: "Spain's Stormy History Recorded in Madrid's Prado Paintings," week of October 26, 1936; and "New Skyscrapers Pierce Madrid's Skyline," week of April 24, 1933.

Bulletin No. 1, November 23, 1936.



Photograph by Burton Holmes from Galloway

THE MERRIMENT THAT WAS MADRID

Fringed shawls and lace mantillas draped over tall combs are associated with memories of the gay Madrid of only a few months ago. A popular source of fun was the Sunday morning rag fair, the Rastro. The attendance of the capital city's fashionable pleasure seekers made it more of a *fiesta* than a mere market.

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One Hundred Years and Two Million Patents

AS WE GLIDE smoothly and swiftly down the road in a modern, comfortable, streamlined automobile, we probably do not realize that the machine is the result of more than 100,000 different inventions, every one of them patented. Today we live in a "patented world," surrounded by machines, gadgets, labor-saving devices. Even foods and certain plants have been patented.

Inventions of every conceivable kind, including the cotton gin, the mechanical grain reaper, the telegraph, telephone, radio, electric light, movie camera, airplane, typesetting machine, railroad air brake, cash register, and typewriter have made our modern world what it is today, and most of these inventions have been patented.

On November 23, in Washington, D. C., scientists, inventors, engineers, and government officials will celebrate the 100th birthday of the American patent system. They will pay tribute to great inventors of the past and have a "preview" of modern inventions that may mold the world of tomorrow, such as power derived from the sun, television, non-glaring auto headlights, and useful products from wood waste. They will sit down to a dinner at which the fare will consist entirely of patented foods.

Explorers "Discover" Inventions

Geography and exploration, as well as science and industry, have given rise to many useful inventions. When Admiral Richard E. Byrd made his flights over the North and South polar regions, he navigated with the aid of the sun compass invented by Albert H. Bumstead, chief of the map-making department of the National Geographic Society. For use in navigating an airplane, Col. Charles A. Lindbergh invented a special wrist watch which aids in determining longitude.

Major Albert W. Stevens, commander of the National Geographic Society-Army Air Corps stratosphere balloon, which rose to the record altitude of 72,395 feet last year, has devised an airplane view finder, a photographic film developing apparatus, an electric camera shutter, and a compressed gas valve (see illustration, next page). These have helped him to secure some of the most epoch-making aerial photographs ever taken, including those showing the earth's curvature on the horizon.

Dr. Hugo Eckener, noted German airship commander, has patented in the United States a design for a rigid airship with separate gas cells, which can use inflammable hydrogen gas with a minimum of danger from fire and lightning. Gen. Adolphus W. Greely, famous polar explorer and soldier, patented a telegraph and cable code.

The Inventor, Old and New Style

Since the American patent system was organized in 1836, more than two million inventions have been patented in this country; an average of 20,000 every year for 100 years. In the fiscal year 1935, 59,003 inventions, trade-marks, and labels were patented or registered.

Why are inventions patented? For the mutual advantage of the public and the inventor. When a device is patented, the inventor reveals to the government what his invention is, and how it works. In return he is given the right to manufacture it for 17 years, after which anyone may produce it. This system of encouraging invention and inventors is one of the reasons why the United States has become a great industrial and commercial nation.

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fronts standing nose to nose, are approached by small entries which two men could still defend against a score.

Cobbled streets lead to a quiet bowling green, and to an old church which once shook with John Knox's verbal thunder. Gates in the wall are choked with modern traffic. At the City Hall, the curfew still rings at eight, and time flies across an old clock which has ticked away almost two centuries. The Castle was demolished to make way for the railroad linking two capitals; the station is inscribed, "The Last Act of Union."

Centuries ago Berwick was the canniest and busiest merchant town in Scotland, with a thriving wool trade and a whole colony of merchants from Flanders. Now large ships are rarely seen at the Tweed's broad mouth. Busiest days are those when the Tweed salmon are running, and nets are lowered every twenty minutes.

Note: See also "Low Road, High Road, Around Dundee," *National Geographic Magazine*, April, 1936; "Great Britain on Parade" and "Clans in Kilt and Plaidie Gather at Braemar," August, 1935; "When the Herring Fleet Comes to Great Yarmouth," August, 1934; "Vagabonding in England," March, 1934; "Between the Heather and the North Sea," February, 1933; and "Edinburgh, Athens of the North," August, 1932.

Bulletin No. 2, November 23, 1936.

Drawn by Arthur J. Hazes

AT BERWICK, SCOTLAND MET ENGLAND—AND THEY CLASHED

Border battles built Berwick up and later burned it down again. Although on the Scottish side of the Tweed, which was designated as the frontier, Berwick is still English, as well as a "kingdom" in its own right. Once it was the leading city of Scotland (lower right corner).

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Malta, Potent Pebble Off the Mediterranean Shores

MALTA'S constitution is now unconstitutional. Its government has been changed to the status of Crown Colony.

As diplomatic heat lightning warns of a possible war storm over the Mediterranean, little Malta proves to be just the type of territory saved up for a possible rainy day.

Deep, rock-sheltered harbors seem to be built to order for a modern fleet, aeons before man dreamed of floating one. Planted between Africa and Italy, between the east and west basins of the Mediterranean Sea, Malta's location and structure make it a factor in any possible man-made upheaval in its neighborhood.

A Mediterranean Kennel for British Sea-Dogs

The island's military importance is symbolized by a built-in battleship. A rocky headland and its crowning castle have "joined" the British navy, with a commission as "His Majesty's Ship Egmont," and an admiral in command (see illustration, inside cover). This sturdy white fortress is one of five, all formidable, guarding the Grand Harbor. The double bay on Malta's northeast shore is the finest, but the island, less than a hundred miles square, has a half-dozen others to help England make this a comfortable dog house for kenneling her fleet of Mediterranean mastiffs. To one bay, St. Paul's ship was blown, in 40 A.D.

Malta is really quintuplets, a group of five islets; four of them could be contained within the largest, which supplies the family name. Two are mere rocky slivers, used for target practice by the fleet. The other three stand abreast, 58 miles southwest of Sicily, for all the world like the Three Bears. "Big Bear" Malta and "Middle-sized Bear" Gozo hold "Little Bear" Comino between them.

Gozo is still living down the bad publicity it received from Homer. Islanders point out a cave where they say Ulysses spent seven years resisting Calypso, who tried to beguile him into staying for a perpetual honeymoon.

Ships stop in Valetta, Malta's main port of call, for provisions and fuel. Tourists have been numerous enough to encourage a miniature fleet of gondola-shaped skiffs in the harbor; in them, enterprising Maltese merchants meet the ship traveler more than half way, and talk business in English over fresh fruit or the native Maltese lace of black and white silk.

American Territory Once Owned by Malta

Proud and peaceful, the Maltese call their few square miles of native rock "the flower of the world," and continue to thrive there while foreign governments come and go. These small dark people preserve a language in which Dido may have welcomed Aeneas to Carthage, for it is believed to have Phoenician origins.

That the island was someone's happy home even before those days, is indicated by remains of Stone Age structures. Three temples give rise to legends of a prehistoric race of giants, because of their immense slabs of stone, believed to have been "wheeled" into place on pre-wheel-age stone balls. Parallel tracks in solid rock are explained as the road ruts of Malta's first families.

Prehistoric days found the island populated also with animals now extinct, which lumbered over to winter in Africa by means of the land bridge that now survives only in the Maltese islands. The cave of Ghar Dalam serves as a hotel register, recording in its shadowy vaults the fossils of hippopotamuses, mammoths, and dormice which "stopped over" in Malta and never got beyond.

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Many people think of an inventor as a poverty-stricken, eccentric man who labors in an attic or wood-shed in his spare time. But today an inventor is more often a high-salaried scientist or engineer, working in a well-equipped laboratory and backed by the financial resources of a great corporation which hopes to profit by his genius.

Note: Additional data and photographs of inventions and of the office where United States patents are obtained (Department of Commerce Building) are contained in the following: "Trains of Today—And Tomorrow," *National Geographic Magazine*, November, 1936; "New Safeguards for Ships in Fog and Storm," August, 1936; "Wonders of the New Washington," April, 1935; "Washington Through the Years," November, 1931; "Commander Byrd Receives the Hubbard Gold Medal," September, 1926; "Interviewing the Stars," January, 1925; "The Automobile Industry," October, 1923; "America's Amazing Railway Traffic," April, 1923; "Prehistoric Telephone Days," March, 1922; "Prizes for the Inventor," February, 1917; and "Discovery and Inventions," June, 1914.

Bulletin No. 3, November 23, 1936.

Photograph by Master Sergeant G. B. Gilbert and Captain H. K. Baisley

MAJOR A. W. STEVENS, COMMANDER OF THE *EXPLORER II*, IS ALSO AN INVENTOR

Near the top of the giant stratosphere balloon, which reached a record altitude of 72,395 feet last November, can be seen a small black dot. This is one of the two valves, operated by compressed gas, that controlled the ascent and descent of the big bag. Major Stevens invented the device. Nearly two miles below the balloon can be seen an oasis of farmland in South Dakota's Bad Lands. Large scale farming is made possible by many patented machines, including the tractor-pulled plow, reaper, and harvester.

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A London Thanksgiving, Where They "Say It with Pearl Buttons"

LONDON outdoes the thanksgiving United States in one way at least. The American spirit of gratitude has inspired no occasion yet to match the London costermongers' Harvest Festival.

For this annual procession of thankfulness to church, London's peddlers, or costers, turn out snowed under with buttons. The typical costume is covered from head to hem with round pearl buttons, edge to edge, solidly or in designs. All buttoned up in one of these, the coster can challenge the world for a pearlier appearance, and count on carrying off the title of the champion "pearly."

With buttons to his fingertips, buttons to his toes, he is called "pearly" wherever he goes. His outfit credits London with producing a fashion more bizarre than any out of Paris. His "Bond Street" is simply the back street where he lives, for each makes his own costume at home. One of them reports spending three weeks sewing on buttons.

A Possible Precedent for Pilgrim Thanksgiving

The annual fall ceremony, to which the pearlies impart a nacreous gleam, precedes America's Thanksgiving by a month. For centuries the Harvest Home in England was marked by solemn churchward processions of men and women, bearing armfuls of the fruits of their summer labors in field or orchard—apples, sheaves of wheat, loaves of bread. The ceremony is cited by some as the precedent for the Pilgrim Thanksgiving. Offerings now, however, come from the market instead of fresh from the field, and include pumpkins, grapes, and bananas.

The pearlies are London's native substitutes for gypsies, especially in their talent for emerging from a drab background to make a spot of color—no, of whiteness—on the festive scene. Like gypsies, they have distinctive costumes and a loose clanlike organization, with always a Pearly King and Queen or two, or more. One has gone to the trouble of crowning himself with this title buttoned across his back: "I Am The Original Pearly King." Like gypsies, too, the pearlies have a talent for garnering spare coins from a crowd. But there the resemblance stops, for they are far from being a wandering race; on the contrary, pearlies are pure Cockney, city-loving stay-at-homes.

In their private lives, they are small-scale business men—on almost the smallest possible scale. They trundle their merchandise in wheelbarrows and pushcarts around London's street markets, or buttonhole customers before flimsy stalls. The whole noisy clan of costermongers gets its name from a type of peddler once clamorous in the streets, the seller of costards, those English apples famed since Shakespeare's day for angular bumps.

One Way to Fulfill the Every-Man-a-King Wish

As street traders they fill their working days with arguments over the price of fish, silk hose, ice cream, potted plants, legs of lamb, second-hand radios, shopping bags, bananas, umbrellas, and corsets made to measure. Whether moving from market to market or settled in their licensed spots, they match wits with bargain-hunters and usually win. Some of London's most picturesque corners are their haunts: Petticoat Lane, Leather Lane, or the mile-square maelstrom of the Caledonian Market. Some costers auction off their wares with breath-taking speed. Others are quiet and dignified.

On holidays every man is a king as far as his splendor is concerned. In pearl-freckled suit, enlivened with a colored scarf instead of a necktie, he bobs up among

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Since the dawn of history, whenever "x" marked the spot of trouble in the Mediterranean, it was likely to be Malta. Rival races have snatched it from one another, and it has been tied to the apron strings of Carthage, Rome, France, and Spain. Napoleon picked it up easily on his way to Egyptian triumph. Arabian rule survives in names, architecture and legend.

Its period of greatest fame was probably under the wealthy Knights of Malta, when riches and art from all Europe poured into the palaces and churches of the devout warriors. Their symbol, an eight-pointed cross of white on a black field, has become universally familiar as the Maltese cross.

George Washington imported three Maltese mules for Mount Vernon.

For twelve years Malta governed territory now owned by the United States. St. Croix, in the Virgin Islands, was part of the realm of the Knights of Malta. Well could the Knights afford to expand, for their annual rent for Malta was only one falcon.

Note: See also "The Maltese Islands," *National Geographic Magazine*, November, 1935; and "Malta: The Halting Place of Nations," May, 1920.

See also in the GEOGRAPHIC NEWS BULLETINS: "England's Road to the Orient," week of October 14, 1935.

Bulletin No. 4, November 23, 1936.

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MALTA IS THE HOME OF THE "COVERED WAGON" HAT

The headdress of the Maltese woman serves as sunshade and as a helpful shelf for carrying bundles. The one-sided, stiffly arched hood was copied from the Orient centuries ago, but a legend persists that it was adopted to shield shy women from the impudent stares of Napoleon's army.

the holiday throngs on Hampstead Heath, or around the race tracks. Then the pearlies become self-appointed Robin Hoods. To do their colorful bit towards improving living conditions, they unblushingly solicit alms for the blind, for the sick, for handicapped children. Many of them would consider the costume incomplete without a contribution box to be held by side handles, a "Thank You" painted suggestively around the slot, and the front proclaiming the "East End Hospital Collecting Club" or some similar agency.

The charity box, however, is now the excuse for a costume in the origin of which it had no share. The fashion which is now the pride of the pearlies started, according to tradition, when some Cockney refused to be dazzled and outdone by the splendor of a visiting Mexican in the 18th century. Lacking spangles for his coat, the coster simply raided the nearest button basket.

Note: London, the background for many quaint and interesting customs, is described in the following: "As London Toils and Spins," *National Geographic Magazine*, January, 1937; "Great Britain on Parade," August, 1935; "Vagabonding in England," March, 1934; "Some Forgotten Corners of London," February, 1932; "Highlights of London Town," May, 1929; "London from a Bus Top," May, 1926; and "Black-Headed Gulls in London," June, 1925.

Bulletin No. 5, November 23, 1936.

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IF BUTTONS WERE RICHES, THE COSTER IS KING

To the "pearlies," holiday London is just their oyster. Their business life as costermongers, or street hucksters, keeps them moving about the city in workaday clothes with their wares in a pushcart or in a "donkey-shay," like these flower venders. For them, however, every holiday is Hallowe'en; even bank holidays are enjoyed in this masquerade-like regalia. At the races, they are almost as much a part of the scene as the horses, and like the horses either a delight or an annoyance, according to the good nature or good luck of the crowd.